

BookletChart™

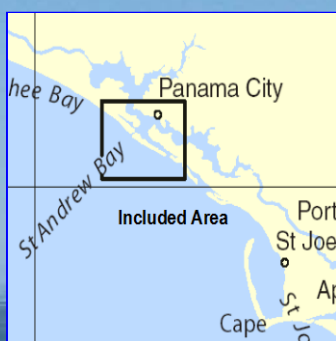
St. Andrew Bay

NOAA Chart 11391

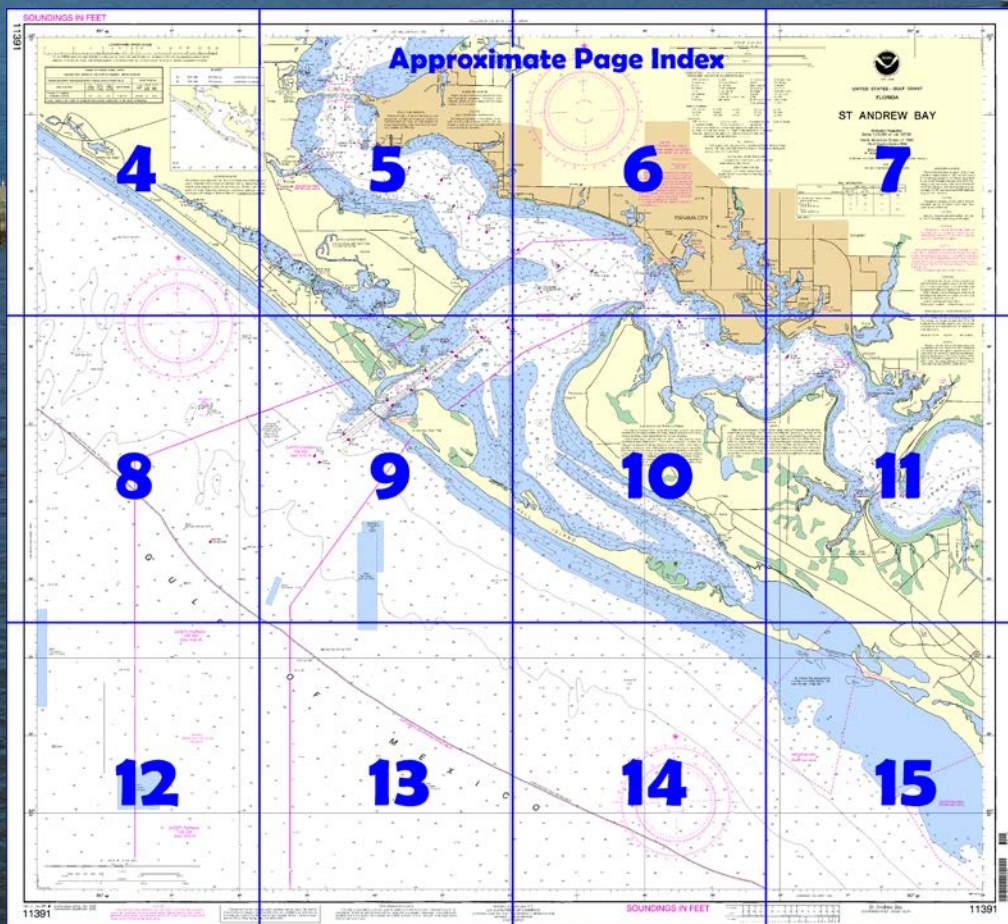


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

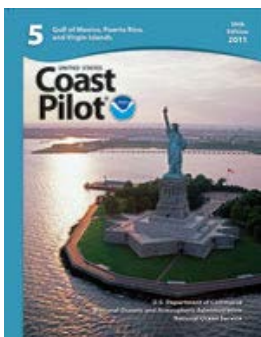
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11391>



[Selected Excerpts from Coast Pilot]

St. Andrew Bay, a narrow irregularly shaped harbor, lies 30 miles NW of Cape San Blas. Excellent anchorage and protection during hurricanes can be found in this nearly landlocked harbor and its tributary inlets, West, North, and East Bays. A ship channel, protected by jetties, in a land cut through **Shell Island**, forms a passage

St. Andrew Bay Entrance Lighted Whistle Buoy SA (30°05'30"N., 85°46'24"W.) 2.2

miles SW of the entrance to the dredged channel, marks the approach.
Navigation Guidelines, St. Andrews Bay.—The increased size and draft of vessels entering the bay has resulted in increased navigational

problems. Based upon reported marine casualties to vessels and after consultation between local marine interests and regulatory agencies, including the Coast Guard Captain of the Port, the following general guidelines have been developed to enhance safe navigation. It is recommended that all vessels, particularly those which must navigate in the channel because of draft restraints, strictly adhere to them. Nothing in these guidelines shall supersede or alter any applicable laws or regulations. In construing and complying with these guidelines, regard shall be had to all dangers to navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from the guidelines necessary to avoid immediate danger.

The dredged cut between the jetties which leads to natural deep water within the Bay is subject to shoaling and the project depth presently authorized is not always available. The local pilots recommend that vessels intending to call Panama City should request advice from their local agents or the pilots as to the maximum draft which can be safely handled at that time.

Inbound vessels should, as a minimum, give a security call via VHF Channel or Channel 16 at least 15 minutes before passing St. Andrews Bay Entrance Lighted Buoy 1, and another call approaching St. Andrews Bay Entrance Lighted Buoy 15 before encountering traffic in the ICW. Outbound vessels should give a similar security call at least 15 minutes before getting underway and again approaching Buoy 15.

Anchorage.—Vessels should anchor in the Panama City Anchorage, E of the Safety Fairway. (See **166.100 through 166.200**, chapter 2.) Vessels awaiting berths, or who desire to anchor for short periods of time, normally anchor in the vicinity of St. Andrew Bay Entrance Lighted Buoy SA well clear of inbound or outbound traffic. In addition, excellent anchorage can be found almost anywhere in the bay where the depth is suitable. The usual anchorage for large vessels is to the W of **Redfish Point** in depths of 35 to 40 feet. Vessels also anchor for short periods of time SE of the Port Authority berths located at **Dyers Point** in depths of 26 to 32 feet.

Dangers.—Danger zones for small arms firing ranges are SE of the entrance to St. Andrew Bay. (See **334.680**, chapter 2, for limits and regulations.)

In 1992, a submerged obstruction covered 30 feet was reported 0.27 mile SE of St. Andrew Bay Light 18 in about 30°08'27"N., 85°39'47"W.

Pilotage, Panama City.—Pilotage is compulsory for foreign vessels and U.S. vessels under register in foreign trade if drawing 7 feet or more of water. Pilotage is optional for U.S. coastwise vessels that have on board a pilot licensed by the Federal Government. Pilotage is available from Panama City Pilots, Inc., P.O. Box 2071, Panama City, FL 32402-2071, telephone 904-769-0058, 904-785-2209, or 904-785-2524. Pilots may be arranged by telephone, through the Mobile Marine Operator, or through ships' agents. The pilots request ETA information 24 hours prior to arrival, if possible. Pilots normally board between St. Andrew Bay Entrance Lighted Buoy SA and the first set of entrance channel buoys in about 30°06.0'N., 85°46.0'W. The primary pilot boat is a 47-foot vessel and at times an alternate 30-foot vessel will be used. Depending upon circumstances, the vessel's speed should be adjusted and the pilot ladder rigged on the lee side as requested by the pilot at the time of boarding. The boats are equipped with VHF-FM channels 13 and 16 which are monitored 1 hour before a vessel is expected. Channel 14 is used as a working frequency for tugs and port facilities.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC New Orleans Commander
8th CG District (504) 589-6225
New Orleans, LA

Table of Selected Chart Notes

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: - - - -

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Parker	(30°09'N/085°37'W)	feet	feet	feet
Panama City	(31°09'N/085°40'W)	1.5	1.3	0.1
St. Andrew Bay, Channel entrance	(30°07'N/085°44'W)	1.3	1.3	0.1
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov . (Dec 2012)				

ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical

Al alternating

B black

Bn beacon

C can

DIA diaphone

F fixed

Fl flashing

G green

IQ interrupted quick

Iso isophase

LT LD lighthouse

M nautical mile

m minutes

MICRO TR microwave tower

Mkr marker

Mo morse code

N nun

OBSC obscured

Oc occulting

Or orange

Q quick

R red

Ra Ref radar reflector

R Bn red beacon

R TR radio tower

Rot rotating

s seconds

SEC sector

St M statute miles

VQ very quick

W white

WHIS whistle

Y yellow

Bottom characteristics:

Blds boulders

bk broken

Cy clay

Co coral

G gravel

Grs grass

gy gray

h hard

M mud

Oys oysters

Rk rock

S sand

so soft

Sh shells

sy sticky

Miscellaneous:

AUTH authorized

ED existence doubtful

2L Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

Obstr obstruction

PA position approximate

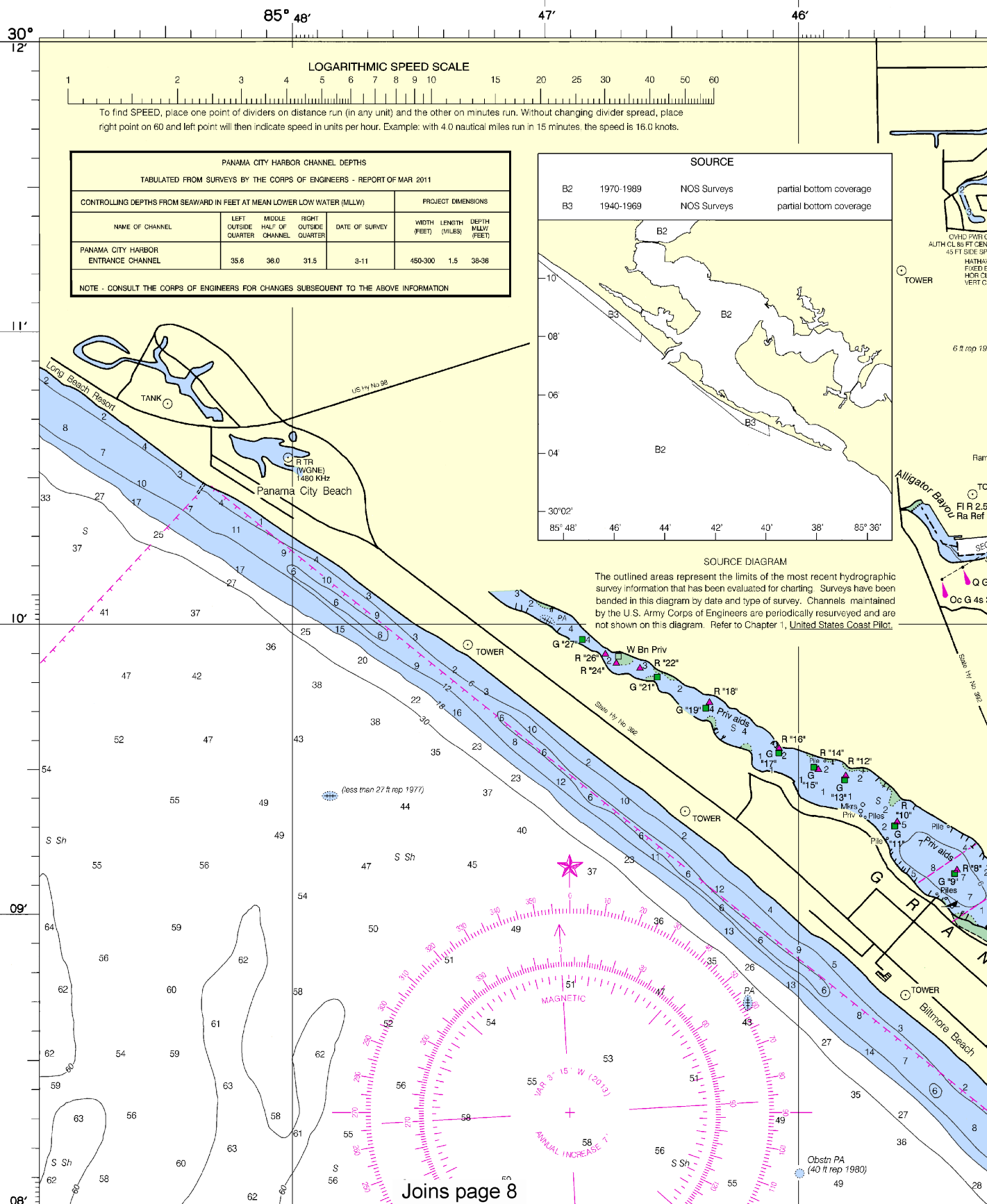
PD position doubtful

Rep reported

Subm submerged

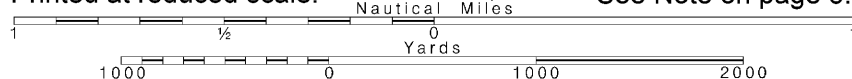
SOUNDINGS IN FEET

11391



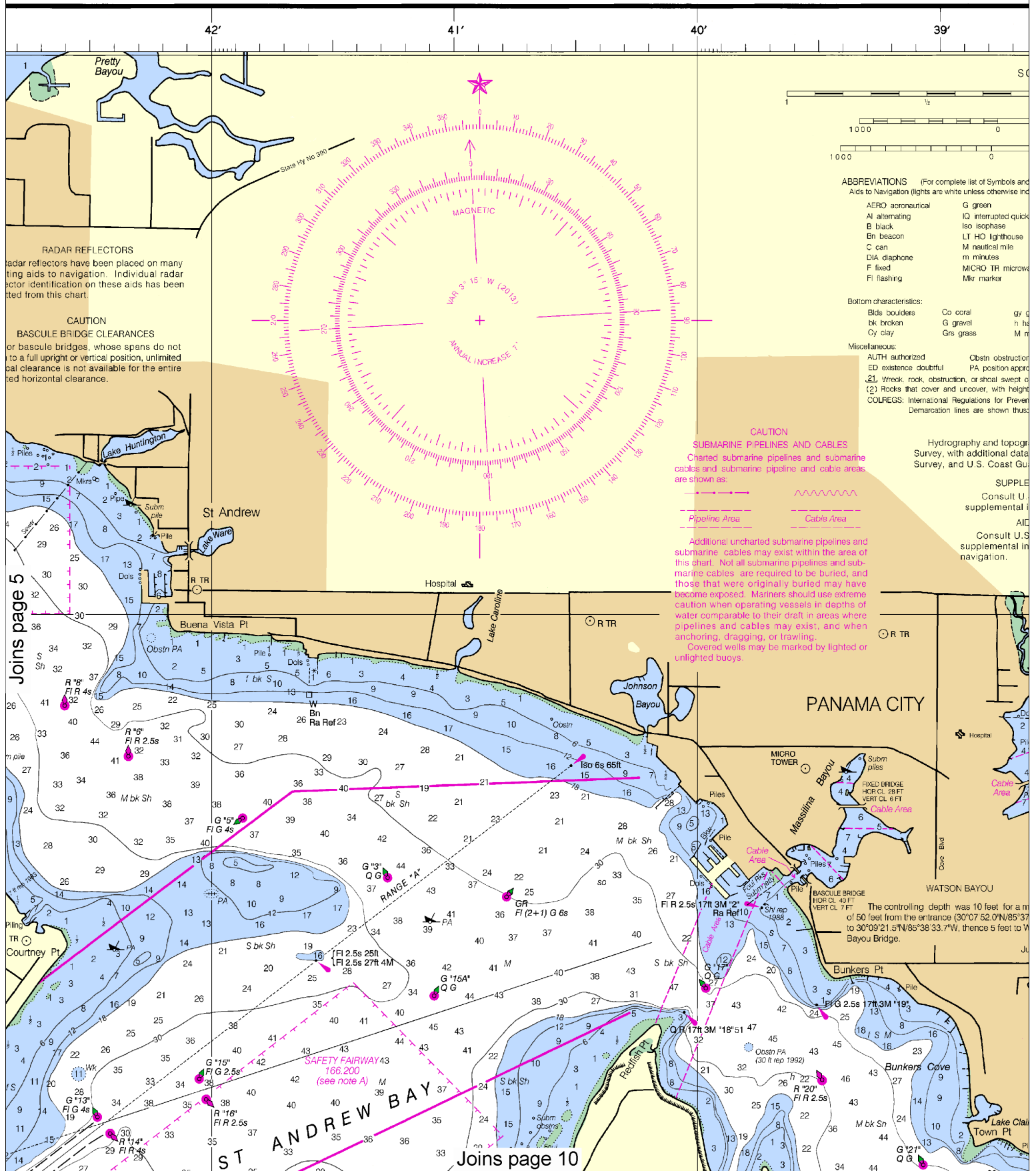
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See Note on page 5.



Note: Chart grid lines are aligned with true north.

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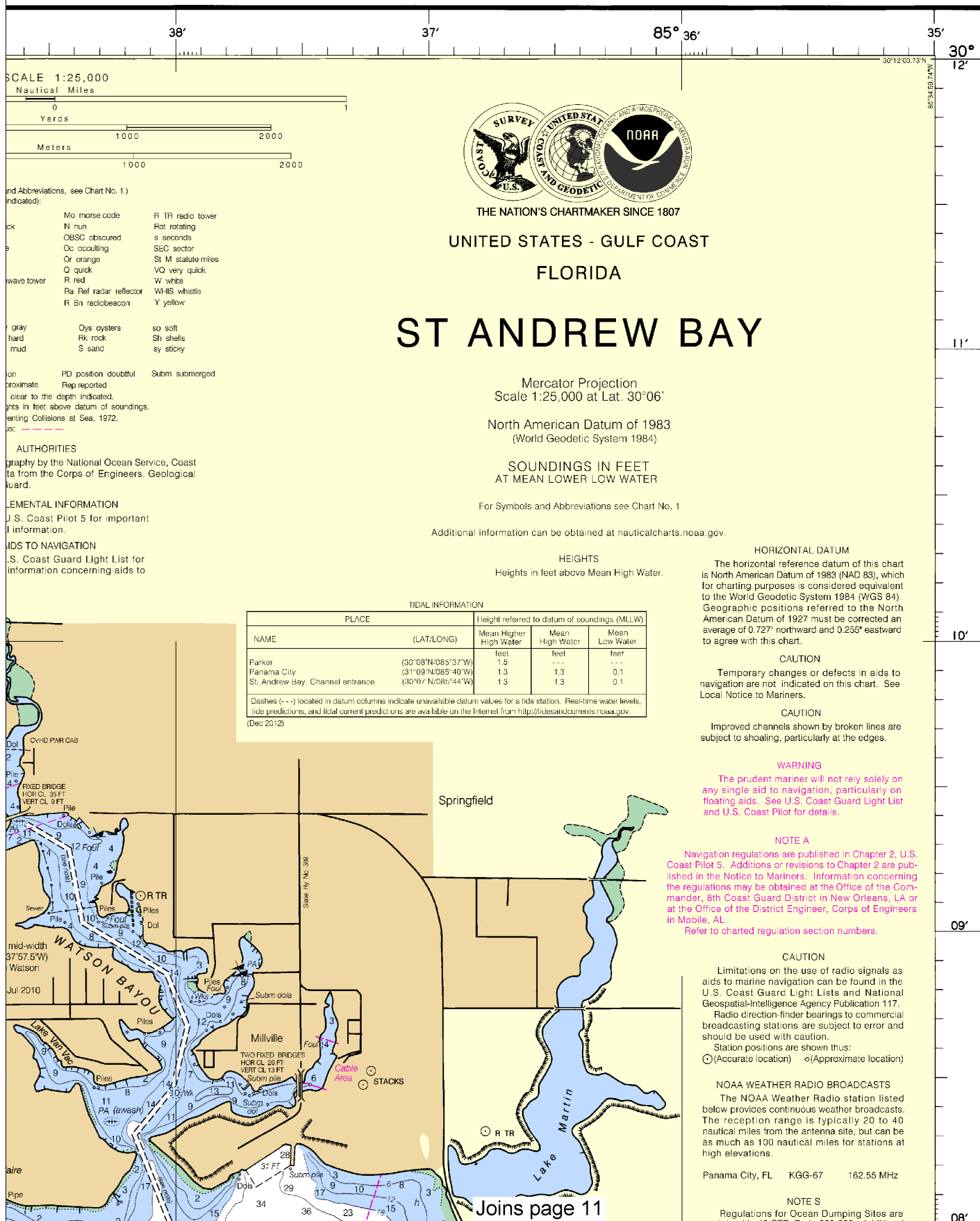


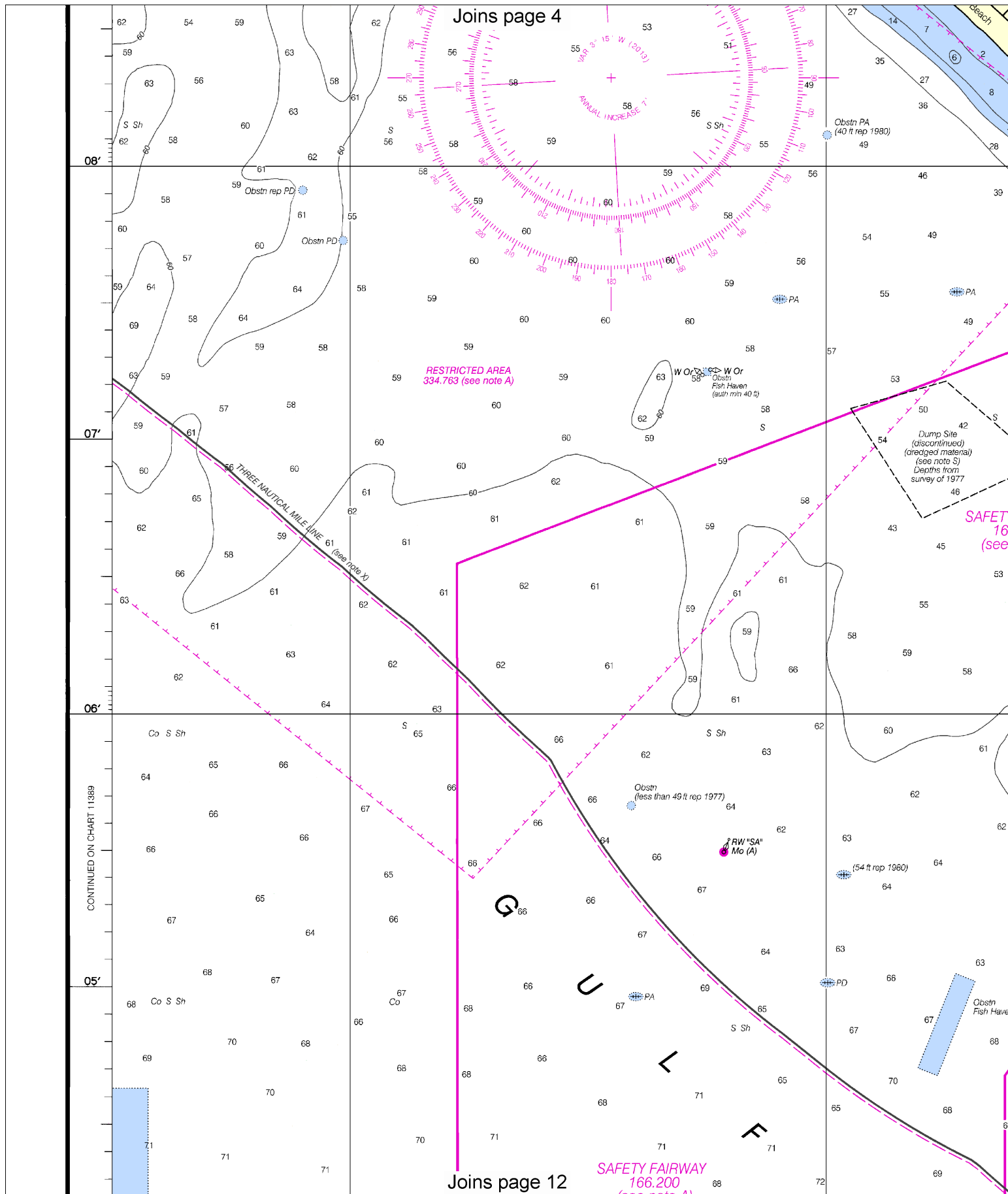
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Note: Chart grid lines are aligned with true north.

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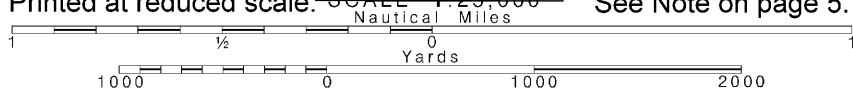


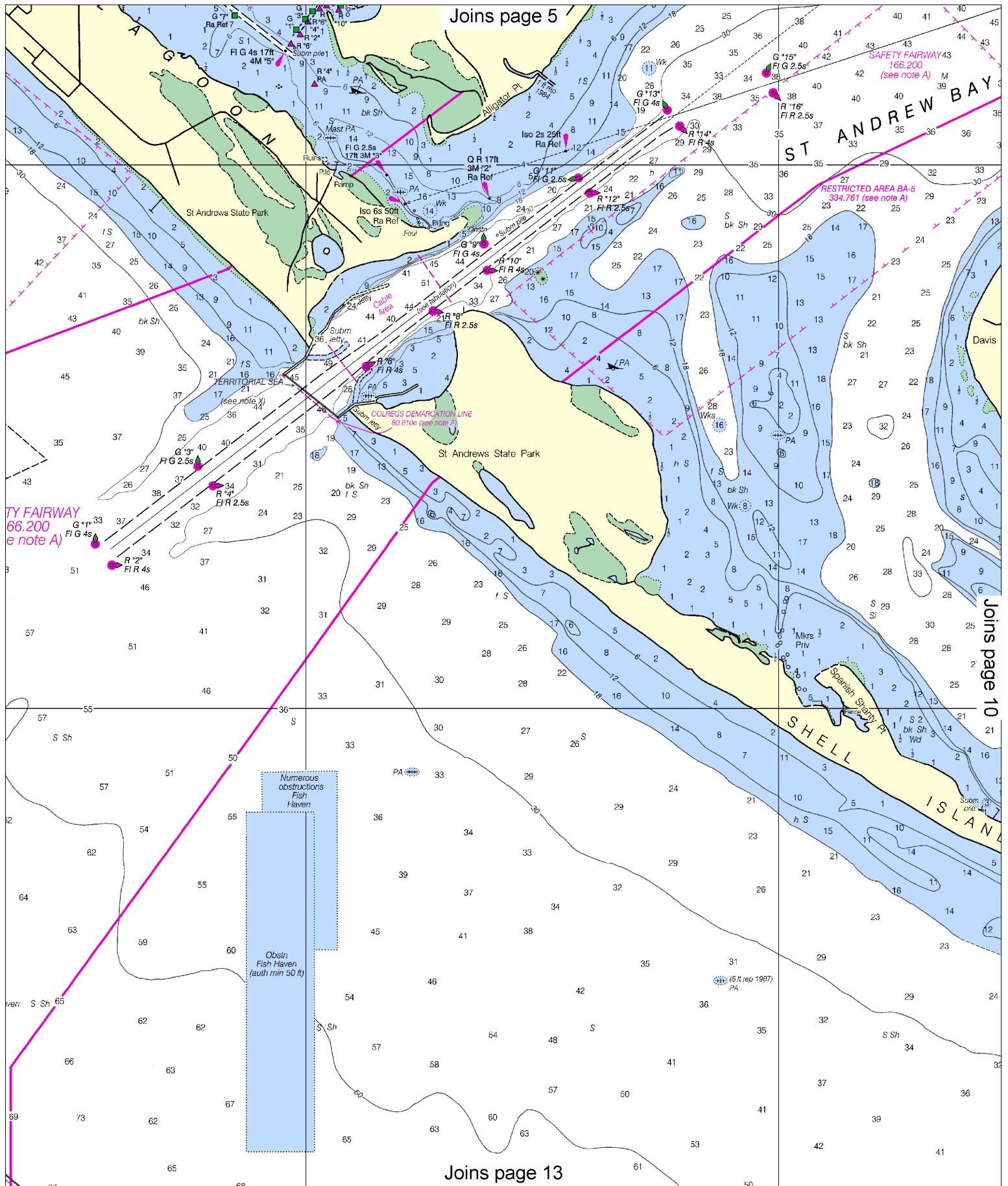
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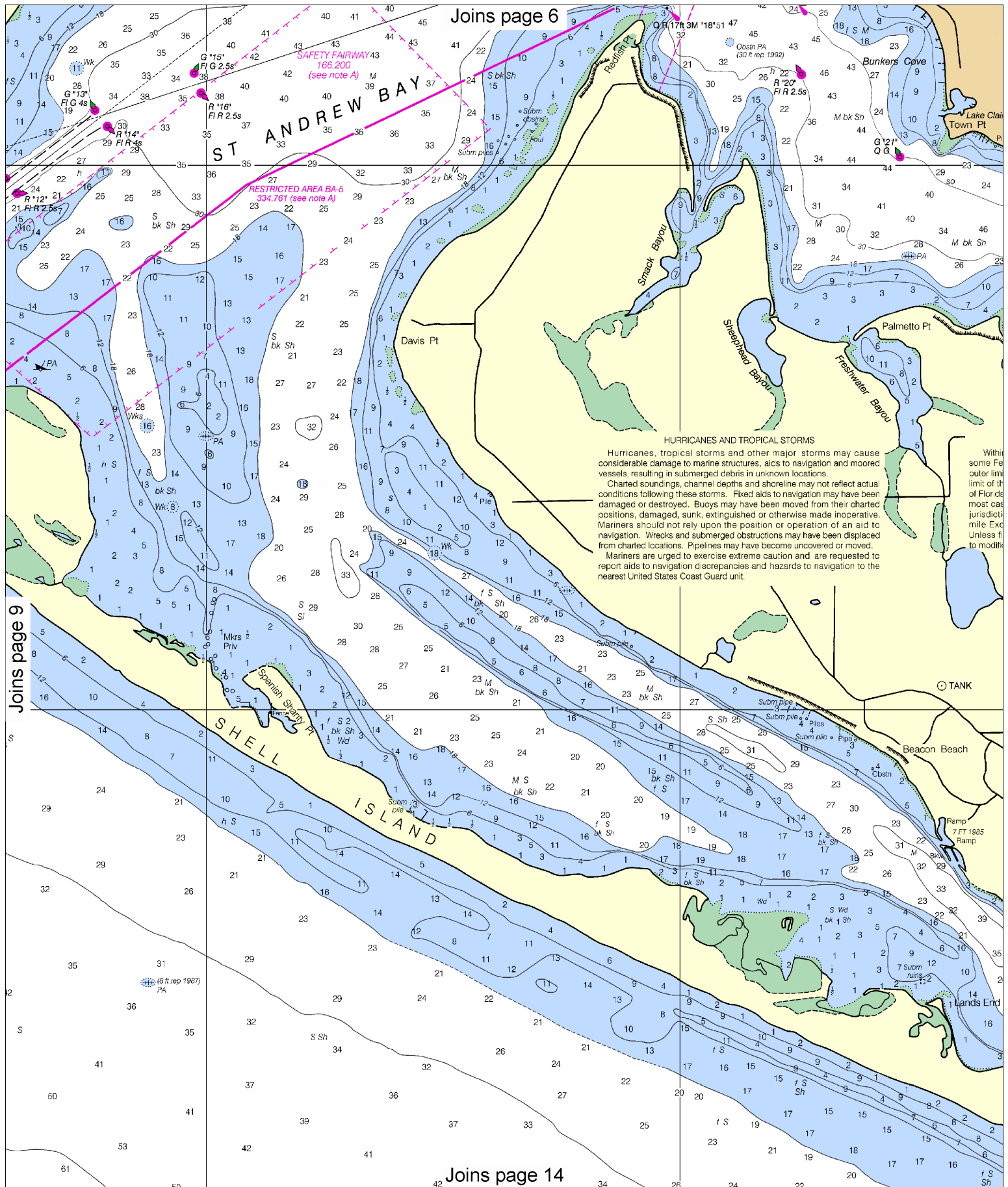
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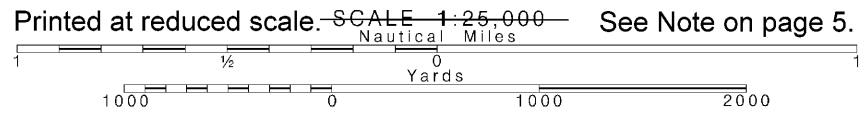


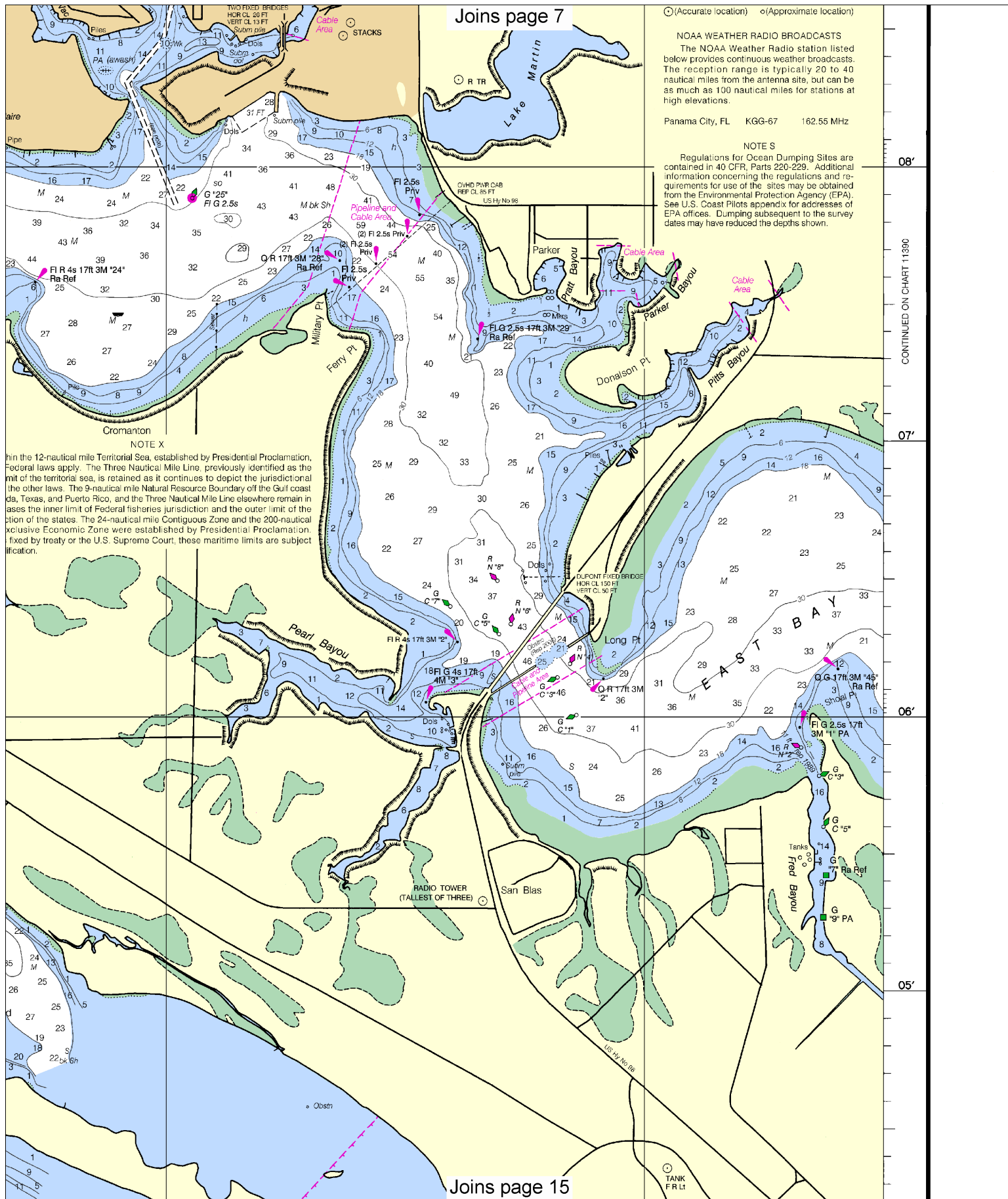


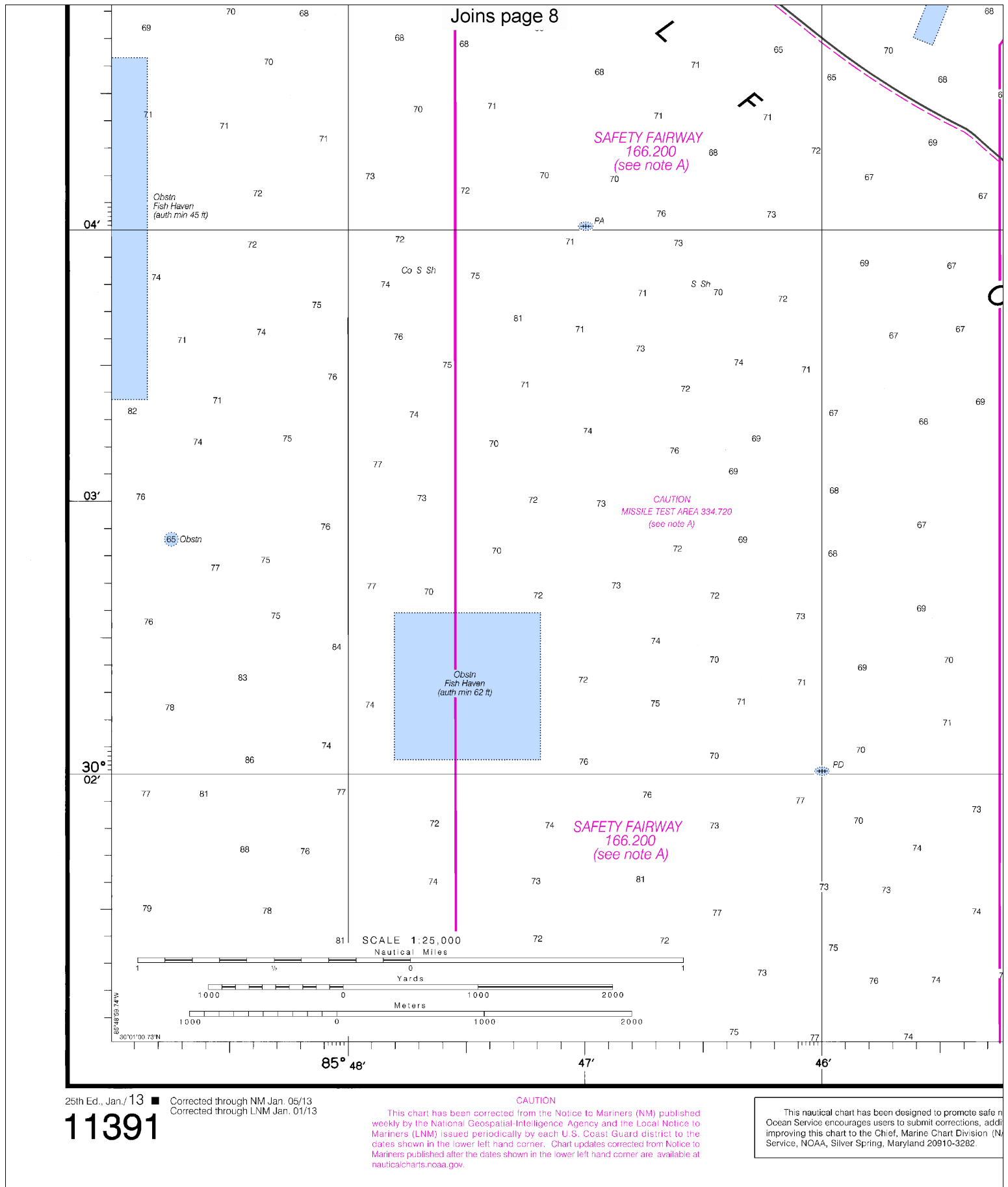


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Note: Chart grid lines are aligned with true north.







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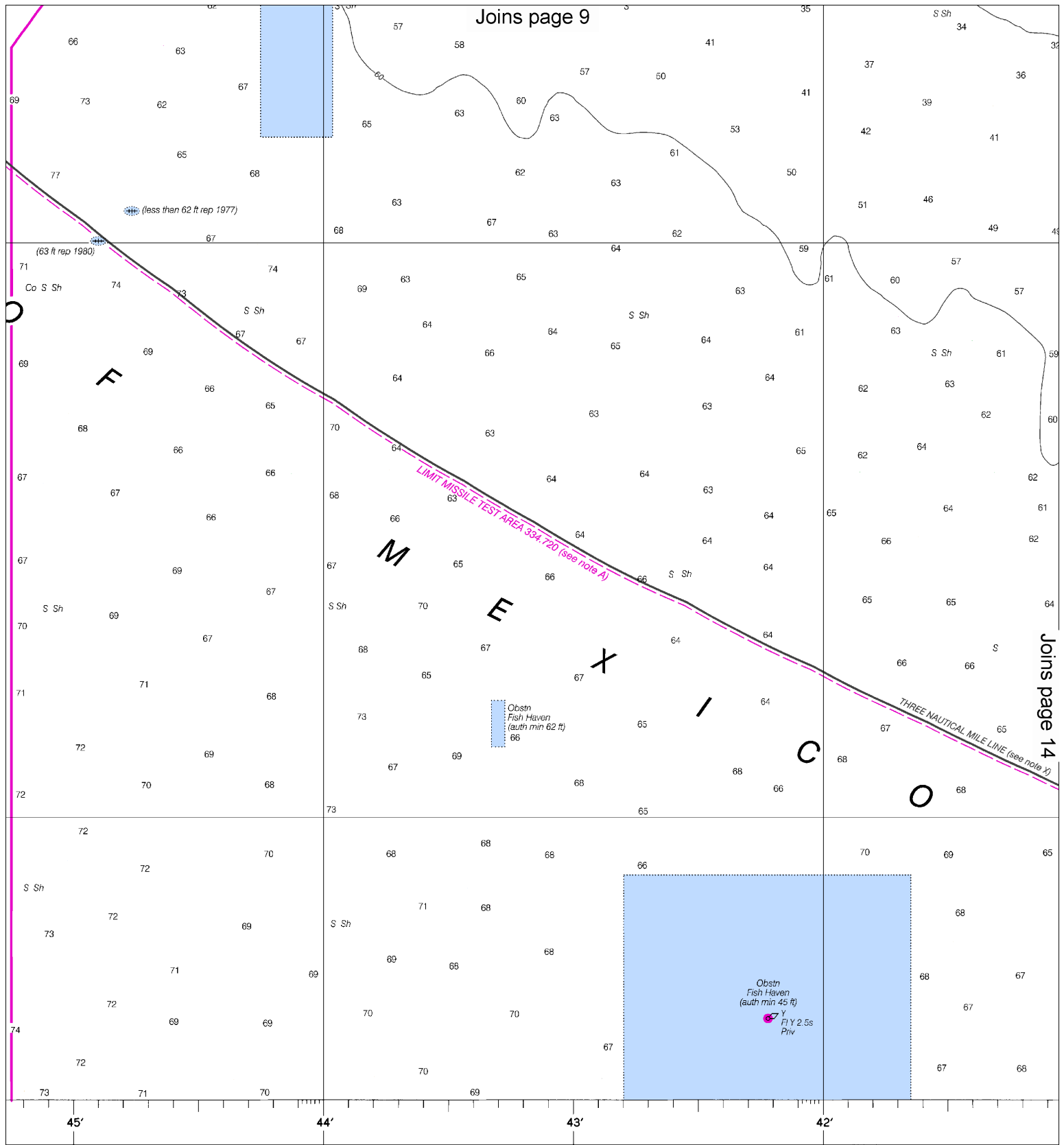
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Nautical Miles

Yards

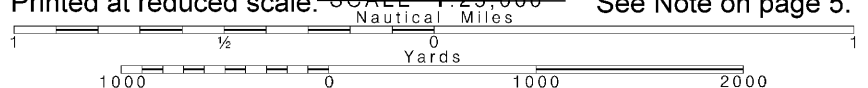
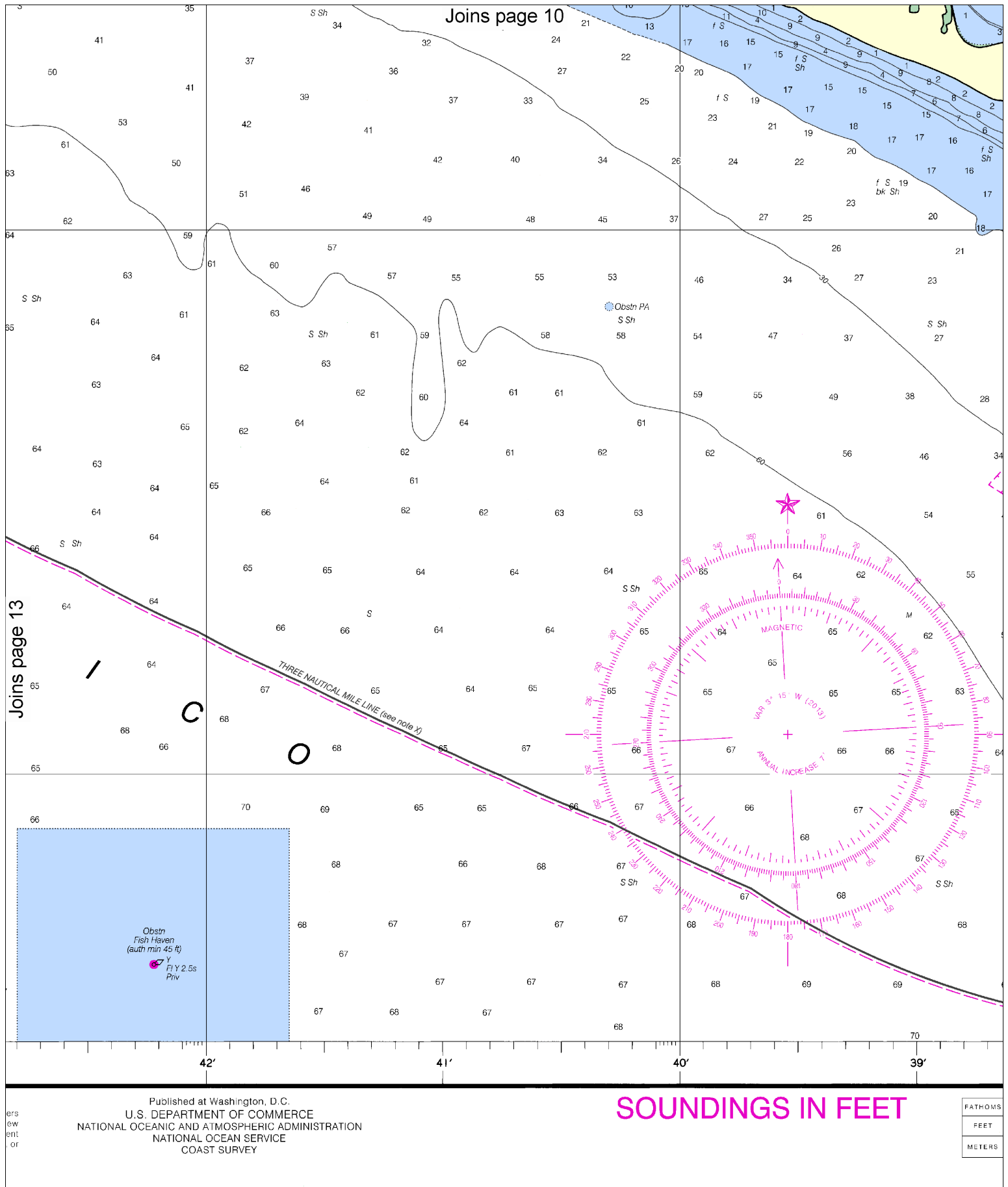
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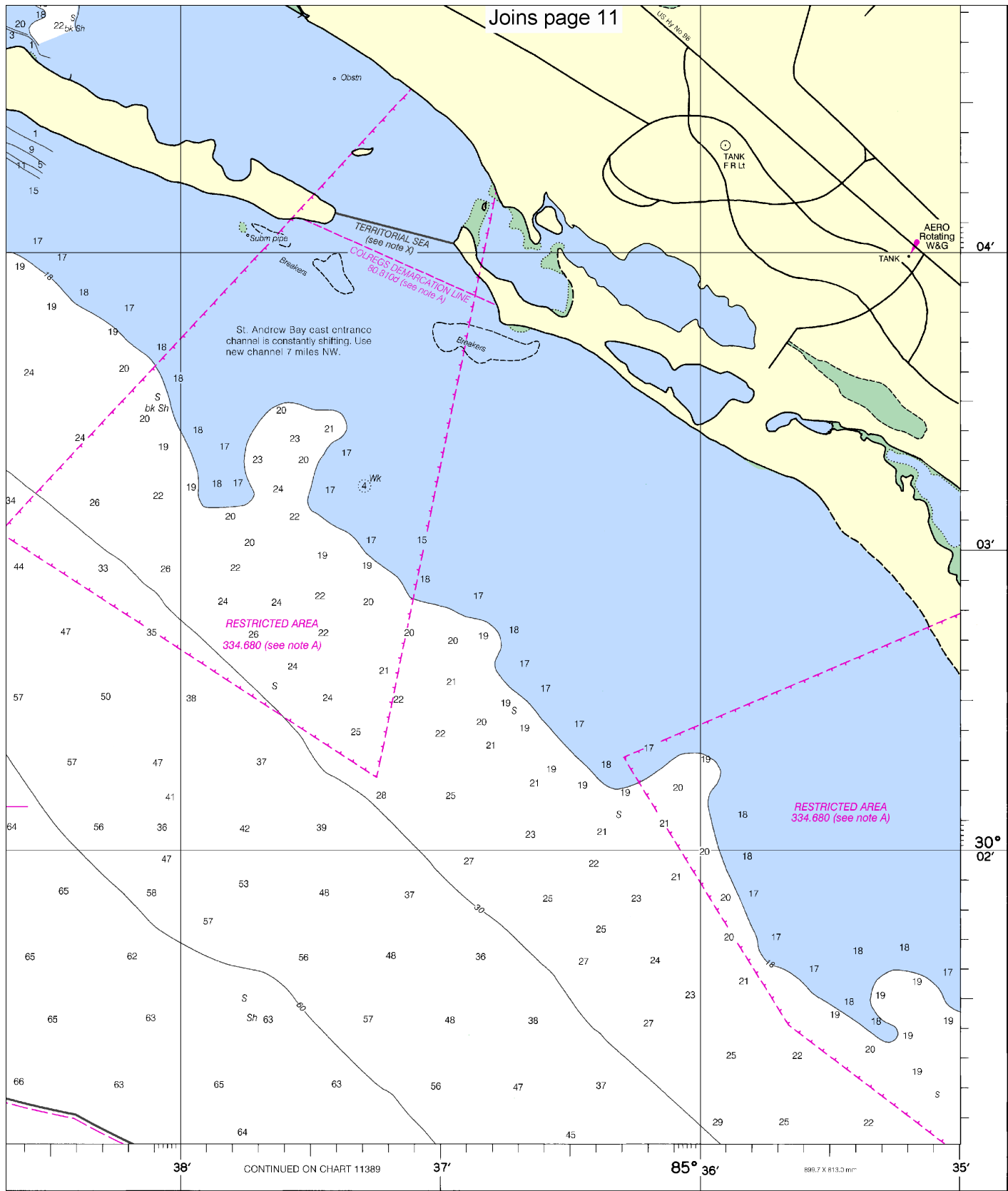


navigation. The National Editions, or comments for N/CS2), National Ocean

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NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.ncd.noaa.gov/ids/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY





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St Andrew Bay
SOUNDINGS IN FEET - SCALE 1:25,000

11391

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NGA REFERENCE NO. 11AHA11391



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker